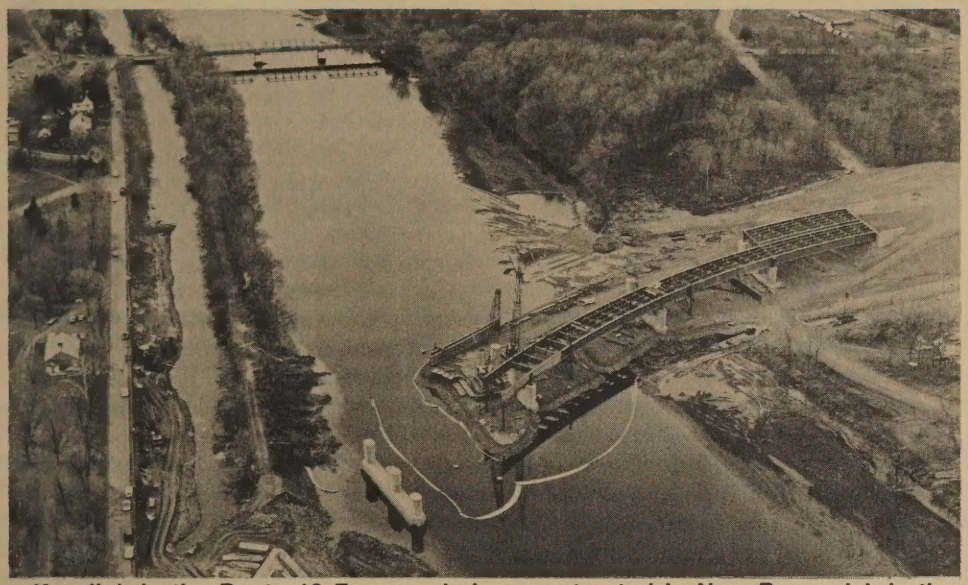
MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRENDAN BYRNE, Governor

LOUIS J. GAMBACCINI, Commissioner



Key link in the Route 18 Freeway being constructed in New Brunswick is the 1,050-foot span, shown here partially completed, which will carry it across the Raritan River to Piscataway, at right. It will be the first highway bridge in the state to contain a separate bikeway. A curved floating screen in the river downstream from the bridge is designed to catch debris from the construction work. The Landing Lane bridge is at top of photo. The freeway is considered to be an important element in revitalization of the city.

Bond Issue Recommended

Capital Plan Outlined

Commissioner Gambaccini has outlined the need for a $2 billion transportation capital program over the next four years and has recommended that a $400 million bond issue for mass transit and roads can help to meet that need.

The last New Jersey bond issue for transportation was passed in 1968, and those funds have all been spent or are committed to projects in progress.

The Commissioner made the recommendation in presenting the Department's seven-year capital plan to the State Commission on Capital Budgeting and Planning. The $2 billion program would be funded as follows:

- A $400 million bond issue plus $87 million in capital budget appropriations would generate an additional $748 million in federal funds.
- A $600 million package of mass transit projects would be provided in a program called Transpac to preserve existing bus and railroad passenger services and to improve them. Transpac requires no State

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MORE CONTACTS AT LOCAL LEVEL

The Department's Office of Community Involvement has started a "Point of Contact" program to help municipalities get information and to answer questions on their highway and public transportation problems.

Acting as a liaison between the public and the Department, the Office identifies local considerations to

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RED TAPE DELAY IS TARGETED BY TASK FORCE

A special Department task force which includes county and local engineers and planners and other transportation officials has launched an attack on one of the more insidious problems of bureaucracy—the red tape that causes delays and raises project costs.

In the past two months, the Task Force on Red Tape, with Deputy Commissioner John Jamieson as chairman, has been attempting to identify administrative bottlenecks at all government levels with the objective of eliminating as many as possible.

"We all recognize the need to speed up the processing of projects receiving federal aid funds," he explained. "In addition to reviewing the Federal Aid Urban System Program as it affects local roads, the task force will evaluate ways to expedite mass transit projects."

Jamieson said that among the

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RAIL STATIONS GET SPRUCE-UP WORK

More and more of New Jersey's railroad stations are being improved and are shining again as a result of the Department's fix-up-spruce-up program at a cost of about $4.8 million.

Rehablitation work is expected to be completed on at least nine stations this year in a continuing effort to make the stations safer, more comfortable and more attractive to railroad users.

Work began early this year on improvements at eight stations, while similar work has been under way at

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INTEREST GAINS IN BIKEWAYS

The growing interest in bicycling for exercise and transportation and the need to insure the safety of both bicyclists and motorists has resulted in a steady increase in the Department of Transportation's Bikeways Program as part of its local aid services to the counties and municipalities.

The State's first bikeway under this program was completed in 1975, a 1.5-mile path connecting Cadwalader and Stacy Parks in Trenton. Since then, 16 bikeways totalling 37.3 miles have been constructed in 10 of the 21 counties at a cost of $1 million. Bikeways now are being planned in seven additional counties, bringing to 17 the total number of counties where new bikeways are under study.

Most of the bikeways have been planned and designed by local or county agencies with advice from Department engineers. They have been built with 70 percent federal and 30 percent state funding, but this rate is expected to change under recently enacted legislation.

First undertaken for purely recreational purposes, bikeways have emerged as a viable means of travel in many communities. A combination of low-traffic streets interconnecting with new bike paths form a continuous system of routes connecting college campuses and schools with mass transportation, shopping and recreational facilities.

An 11.5-mile system recently was opened in Cranford integrating local streets and bikeways, and in New Brunswick a special bicycle lane has been planned for the Route 18 Freeway bridge over the Raritan River to connect with a three-mile bikeway which runs through Johnson Park.

A 2.5-mile bikeway was constructed between Somers Point and Linwood, Cape May County, using the right of way of an abandoned rail line.

The Department's Bikeway Coordinator in the Bureau of Local Aid acts as liaison with local governments and public officials interested in constructing bikeways and will provide information and assistance on request. The Bureau's address is 1035 Parkway Avenue, Trenton, NJ 08625.

CITIZENS CAN HELP PROVIDE PLANNING INPUT

Transportation improvements originate and develop in various ways. One of the more successful methods is through local or regional planning organizations.

Thirteen New Jersey counties have Transportation Coordinating Committees (TCC's) which work with the County Planning Boards. Municipal officials, business and civic leaders, and representatives of the general public serve on the TCC's.

Some of the TCC's have established Citizens Advisiory Committees to learn what transportation improvements residents want. The advisory committee functions either as part of the planning board or as an auxiliary to it. Individuals on the committees are interested and concerned residents who care about the transportation network and service in their municipalities.

If you know of a transportation problem, you can help resolve it by contacting your County Planning Board.

SHARE THE RIDE AND SAVE MONEY, FUEL

For commuters who drive to work and want to offset the rising costs of operating their cars, the Department of Transportation may have an answer: share-the-ride.

The Department has been promoting the concept of ride-sharing with car and van pools since 1974, and New Jersey now has more van pool operations than any other state.

Those who participate in car pools have found they can save up to half their commuting costs if they ride with one other person and as much as 80 percent if there are five persons in the car.

Van pools differ from car pools in one significant respect: The employer provides the vans. As in car pools, costs are shared by the riders, but the van driver usually rides free.

The Department created an Office of Ride-Sharing to encourage employers to establish car and van pool programs. Under the Federal Aid Highway Act of 1976 an employer can receive an interest-free loan for 75 percent of the cost of purchasing a van, with up to four years to repay the loan. The Department offers free computer services to help bring together employees who live near each other and commute to work at the same time.

More than 200 companies have obtained information on ride-sharing and a number have organized car or van pool programs. One of the most successful was established at the E.I. DuPont & Company facility in Deepwater, where 51 percent of the employees participate in ride-sharing.

Van pools have been established by 35 New Jersey companies. Firms such as AT&T Long Lines and Prudential Life Insurance Co. have purchased more than 60 vans each, with smaller companies using as few as one or two.

Companies and individuals interested in developing car or van pools may contact the Office of Ride-Sharing at (609) 292-4934 for information and assistance.

RED TAPE TASK FORCE

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areas which need to be investigated are:

- How to keep local governments better informed on rules, regulations, procedures and the status of their projects.
- How to make more use of local expertise, principally in planning and engineering.
- More effective ways to assign priorities to local aid projects.
- Delegating more responsibility for projects to the lowest governmental level, where the greatest benefits are felt.

In addition to Department staff, members of the task force are Edward Ranuska, president, New Jersey Association of County Engineers; David Coward, president, New Jersey Municipal Engineers' Society; Ellis S. Vieser, managing director, New Jersey Alliance for Action; David B. Crabiel, Chairman, Middlesex County Transportation Coordinating Committee; John J. Kessler, division administrator, Federal Highway Administration; Joseph Patermo, representing the County Planners Association; Richard Hubbell, representing metropolitan planning organizations, and Wesley La Baugh, representing the Consulting Engineers Council of New Jersey.

BADER FIELD CHANGES SET

The use of Bader Field Airport, Atlantic City, for aviation operations has been assured for at least the next five years as a result of efforts by the Department's Division of Aeronautics to resolve various safety, environmental and economic concerns.

Under an agreement developed with the cooperation of the Federal Aviation Administration, Department of Environmental Protection, Atlantic County and Atlantic City, the primary runway at the field is to be improved, the crosswind runway realigned and reconstructed and the third runway closed.

In the face of proposals that Bader Field be closed to general aviation, the Division of Aeronatics over the past year evaluated suggested replacement airport sites and sought and obtained the support of Atlantic City business interests for retaining the field.

The Division also evaluated the impact that closing Bader Field would have on the nearby National Aviation Facilities Experimental Center and made an assessment of how the field could be operated with maximum benefits while at the same time minimizing any adverse impact on building construction activity in Atlantic City.

Flight Safety Aided

New Jersey-based pilots will have their own televised weather reports as a result of another agreement reached by the Division of Aeronautics with New Jersey Public Television.

The aviation weather reports to begin this month are scheduled for Monday through Friday on Channels 23 and 52 at 7:45 a.m. and on Channels 50 and 58 at 8:30 a.m. They will provide local and area weather information as an aid in reducing potential accidents caused by weather-related problems.

Also, as part of the agreement, the height of the Authority's proposed 799-foot transmitting tower in Allamuchy, Warren County, is to be reduced by 100 feet, thereby minimizing its impact on surrounding aviation facilities and aircraft operations.

LOCAL CONTACTS

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that they are incorporated during the development of a project or a policy.

The eight Area Coordinators of the Office have been calling on local officials to advise them of the expanded service and to discuss any projects which may affect their communities.

"We are attempting through this effort, not only to develop a closer relationship between the Department and the municipalities, but also to assist them in solving any of their transportation problems," explained James A. Crawford, Director of Community Involvement.

As a result of the initial contacts, he said, the Department has learned of specific problems before they become magnified and also has been invited to schedule meetings with top level municipal officials for wide-ranging discussion of their transportation problems.

The Department in 1962 maintained 5,550 lane miles of state highways with 1,455 maintenance employees. Today, there are 1,591 maintenance employees to maintain 10,250 lane miles of state roads.

DOT TO CHECK SAFE OPERATION OF BUS, RAIL LINES

The Department of Transportation has assumed regulation and safety responsibilities for bus and railroad passenger operations which were previously under the jurisdiction of the Board of Public Utilities (BPU).

The change affects about 400 businesses, many of them single vehicle operations, and includes charter bus companies, limousine services and van pools. Also transferred is the administration of the state-financed student bus fare program.

Operations of the rail lines and bus companies which receive state subsidies will continue to be monitored by the Commuter Operating Agency of the Department.

A new regulatory office reporting to the Assistant Commissioner for Public Transportation will receive and process petitions from carriers which previously were regulated by the BPU. Railroad and bus safety responsibilities have been assigned to appropriate bureaus in the Department.

The transfers became effective January 1 under a Reorganization Plan issued by Governor Byrne.

NJDOT FACTS FILE

SUBURBAN RAILROAD PASSENGER SERVICE

LINES	BETWEEN	NO. STATIONS	WEEKDAY TRAINS	NO. DAILY RIDERS
HOBOKEN DIVISION				
	Hoboken Terminal	1		
Boonton	& Netcong	18	25	3,000
Main-Bergen County	& Suffern, N.Y.	23	66	7,900
Morris & Essex	& Montclair, Gladstone, Dover	39	164	18,300
Pascack Valley Line	& Spring Valley, New York	18	12	3,300
TOTAL HOBOKEN DIVISION		99	267	32,500
NEW JERSEY DIVISION				
Northeast Corridor	New York & Trenton	15	125	18,600
North Jersey Coast	Avenel & Bay Head Jct.	21	54	9,800
Raritan Valley	Roselle Park & Phillipsburg	22	51	6,600
West Trenton	Belle Mead & West Trenton	3	4	150
TOTAL NEW JERSEY DIVISION		61	234	35,150
PHILADELPHIA DIVISION				
Seashore	Lindenwold & Atlantic City, Ocean City Cape May	16	10	225
TOTAL STATE		176	511	67,875

NEW PHONE "HOT LINE" PROVIDES LATEST TRAIN REPORTS

New Jersey's rail commuters and others interested in rail travel are for the first time receiving up-to-the-minute status reports on train operations from a centralized toll-free telephone service.

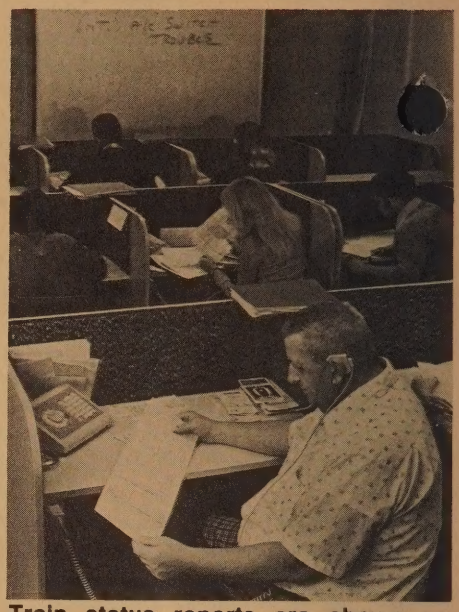
Established by the Department and operated by Conrail, the information "hot line" has handled more than 2,000 calls a day during the first several months of operation, mostly during the morning and evening peak travel hours.

The eight trained information clerks, who answer the telephones at Conrail's Newark headquarters from 6:00 a.m. to midnight seven days a week provide information on train status, schedules, fares, connections and related information.

The "hot line" phone numbers are: in New Jersey, toll-free, 800-242-0212; in New York, 212-736-6000; in Orange and Rockland Counties, New York and in Bucks County, Pennsylvania, toll-free, 800-526-8007.

The Conrail information staff also can report train delays and other emergencies to commuters waiting at stations along the North Jersey Coast Line through loudspeakers installed at the stations. This system uses special telephone lines which permit announcements to be made at any individual station or at all stations at the same time.

In addition to the "hot line" information service, Conrail maintains a Commuter Relations Office which receives complaints and answers other inquiries on train operations. The office is open from 6:30 a.m. to 6:30 p.m. Mondays through Fridays. The phone number is 201-643-6755.



Train status reports are shown on screen for telephone inquiry staff.

CAPITAL PLAN

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funds. It is to be supported by $120 million from toll revenues of the port Authority of New York and New Jersey and $480 million from the federal Urban Mass Transportation Administration.

• State appropriations would provide $60 million for a State-aid program for county and local road maintenance and $60 million for resurfacing State Highways.

This plan, the Commissioner said, is a redirection of the Department away from the big road building boom of earlier years towards maintaining, improving and integrating the existing transportation system. "Rather it seeks to catch up in areas where we have been losing a race with time and the elements. That is in the care of our existing roads and mass transit facilities and in the completion of critical missing road links which will relieve congestion and the resulting energy waste and pollution."

STATION SPRUCE-UP

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three others and was recently completed at one more. Depending on the station, improvements include such items as painting, better lighting and repairs to roofs, plumbing, sidewalks, platforms, windows and stairways.

Stations where work is under way or just completed are: Morristown Line—East Orange, Brick Church; Bergen County Line—Rutherford; Main Line—Lyndhurst, Kingsland, Waldwick; Boonton Line—Little Falls, Great Notch; North Jersey Coast Line—Perth Amboy, Matawan; Northeast Corridor Line—Metuchen, Metropark.

Of the 3,300 buses in regularly scheduled passenger service in New Jersey, 1,610 are owned by the State and are leased to bus operators.

NEW JERSEY
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MAILING LIST CORRECTIONS

Mobility is mailed to all individuals who have expressed any interest in transportation and those directly affected by one or more transportation projects in process. Since several lists are used, it is possible you may receive more than one copy.

We ask you to pass the additional copy to a friend, and advise us of the duplication. Simply clip the address label and send it to the Office of Community Involvement, 1035 Parkway Avenue, Trenton, NJ, 08625.

Thank you for your cooperation.